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[a1551]

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[a713]

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Hongkong, 1st September, 1910. [a43]

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[25]

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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VŒUX ROAD
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JULY 20TH, 1911.

How greatly the trade of China suffers from the indifference of the Chinese trader to the complaints of the purchaser of his merchandise it is impossible to estimate, but the growing frequency of these complaints is a noteworthy feature of the annual reports on trade by Commissioners of the Chinese Customs as well as by Consuls. We have, for example, long been familiar with the complaint that the decline of the once flourishing tea trade of China at the ports of Poochow and Amoy was primarily due to the deterioration of the local product and the indifference of the grower to the changing conditions of the local market. Another instance is now to be found in the famous pongee trade of Chefoo. The Commissioner of Customs in his report on the trade of the port for 1910, just published, has this to say on the subject: "In regard to pongees, the tendency to deterioration in quality, noticed in the report for 1909, has unfortunately had its effect. There has, to use the words of a local merchant, been 'reaction everywhere,' and the respectable export figures given in the table—7,394 piculs—must not be taken to mean that this trade is continuing to prosper. The weavers and dealers, eager for immediate profit only and careless of the future of their trade, adopted the short-sighted policy of lowering the quality of their goods as the demand, which lasted through the greater part of 1909, increased. Foreign exporters, having

to make their contracts beforehand and being practically forced to take delivery even if the quality be below standard, can do little to counteract this evil, which cuts at the very root of the trade. The home buyers of such an expensive article as heavy pongees naturally insist on good quality. Not getting it, they have turned to European fabrics, with the result that remarkable perfection has been attained in imitating heavy Nanshan pongees. It is not surprising therefore that while it was impossible to place orders for these towards the close of 1909, there should at present be no demand at all for them. For the cheaper and lighter grades, conditions have been somewhat better, though there have been many complaints of inferior quality and short lengths. The pongee business for 1910 has thus been far from profitable for exporters, and the prospects for the coming year are not encouraging. The native dealers, too, must have lost heavily in the end, and it is permissible to hope that they will profit by the lesson. Once, however, a fabric of this kind loses its hold on the home fashion market, it is no easy task to regain it." Turning to the reports on other trade centres, contained in the volume of the Customs reports now before us, comprising the Northern Ports only, we find the Commissioner at Tientsin mentioning in connection with the bean and pea export trade that "there are complaints of unsatisfactory methods of trading, the dealers failing to carry out the contracts for which advances had been." The Commissioner at Nanchang has something very similar to say on the same subject, quoting as his authority a large London importing firm. "Exports from China," he says, "have suffered a good deal through the dishonesty of traders, who have made forward contracts and failed to keep them. Steps should be taken to prevent such occurrences, which injure greatly the Chinese reputation for reliability." The Chinese trader has hitherto enjoyed a reputation for honesty and reliability second to none, and it would be well worth the while of the local Chinese Chambers of Commerce and the Industrial Commissioners to pay heed to such complaints as we have quoted after a casual glance through the latest volume of Customs Reports and to bring all the influence they command to bear upon the delinquents with a view to checking this indifference and dishonesty which not only impairs the enviable reputation which the Chinese trader has hitherto enjoyed throughout the world for reliability, but damage the permanent trade interests of the country.

Three fresh cases of plague were reported yesterday, bringing the total for the year up to 218.

Mr. G. W. Barton, of Messrs. Douglas, Lapraik & Co., returned to Hongkong yesterday from a holiday in England.

Yesterday morning the dead body of a Chinese coolie was found hanging by the neck from the roof of an outhouse in Nathan Road, Kowloon. Indications point to suicide.

For stealing two ducks from a villager at Kowloon City Mr. Hazeland yesterday at the Magistracy sentenced a coolie to six weeks' imprisonment and four hours' stocks.

The heat has been so excessive at Than-t'ho, in Annam, that the trains are unable to keep to schedule time, the locomotives, according to *L'Asie du Tonkin*, refusing to move on the over-heated rails.

A Chinese was arrested at Wanchai on Tuesday for throwing stones at trams. He was charged before Mr. Hazeland at the Magistracy yesterday and ordered to pay a fine of \$25, the alternative being one month's imprisonment.

Mr. S. More, a master at the Diocesan Boys' School, has recently succeeded in winning the highest Diploma of Teaching given by the Phonetic Institute, Bath, thus fully qualifying as an exponent of Pitman's System of Shorthand.

The Empress Dowager has decreed that the Emperor should commence to study classics from the "Tahsueh" (Great Learning). The Emperor will read and hear lectures from 7 to 10 a.m. and will exercise writing in the afternoon daily.

At the Magistracy yesterday before Mr. Wood, Inspector Fisher of the Sanitary Department proceeded against the owners of two soy factories at Shaokwan on a charge of breeding mosquito larvae. One of the defendants was fined \$10, and the other \$25.

Mrs. Proudlock and her little girl, accompanied by Mr. Charlton, have arrived from Kuala Lumpur at Penang. Mrs. Proudlock is looking in fair general health, but appeared on the verge of a nervous breakdown. She will take passage to England for a few months' change.

A London paper says:—Letters of regret in connection with the Chinese loan are being issued, and it appears that applicants for \$600 and less received nothing. Applicants for £1,000 or £2,000 received £100, and for £5,000 the allotment seems to be £200. The market is very dissatisfied with the results, and complaints are loud over the treatment of the small investor.

Percy E. Gibson, a chauffeur employed by the Exile Garza, was again remanded by Mr. Wood at the Magistracy yesterday on a charge of manslaughter. The defendant is alleged to have been driving a motor car which ran down and killed a Chinese youth at Wanchai. Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) appeared to prosecute.

A foki employed by a firm of rice dealers at 33, Des Vœux Road on Tuesday opened a till with a duplicate key and extracted a sum of \$70. He gave \$60 of this to his wife, and sent her to the country, and kept the balance as pocket money. Charged before Mr. Wood at the Magistracy yesterday he admitted the theft, and was sentenced to three months' imprisonment with hard labour and four hours' stocks.

The Norwegian steamer *Promiscent*, which for some time past has been running under charter to the China Merchants' S. N. Co., has just been purchased by that Company. The old complement of officers and engineers has been paid off and will be sent home, the C. M. S. N. Co. putting in their own men. The vessel under the Chinese flag will take the place of the ill-fated str. *Alcega* which was lost a few months ago.

The French cruiser *Kléber* was lying at Woosung on the 14th inst. and was to have gone upriver for the celebration of the Fête Day, but as the ship draws 27 feet of water and it was reported that there was only 27 feet 1 inch of water on the bar, it was not deemed advisable to risk the big four funnelled cruiser coming up the river. A large number of the crew were granted liberty and they went up by launch and rail.

Two battered Chinese were arraigned before Mr. Hazeland at the Magistracy on a charge of fighting. One had his head bandaged and a plentiful supply of sticking plaster about the eyes, while the other's jacket was torn in shreds. The coolies were engaged to carry a passenger's luggage from the harbour to a hotel, and on the way a quarrel arose as to the fair distribution of the weight, which was the cause of the trouble. The offenders were fined \$3 each.

On Tuesday evening two Chinese broke into a store at Yik Ming Ling Street, West Point, and stole a bundle of human hair valued at \$40. They were subsequently arrested by a Chinese detective, and while being conveyed to the police station one of the men drew a knife and severed his queue. The detective promptly seized hold of his coat, but the prisoner struggled, and, leaving part of his coat in the hand of the detective, escaped. The other defendant was charged before Mr. Hazeland at the Magistracy yesterday and remanded for a week.

Some months ago, we (*Strait Times*) announced the fact that a Chinese syndicate had been formed in Singapore to acquire the necessary plant to embark in deep-sea trawling. The steam trawler *Golden Cross*, which had proved a failure in Indian waters, was hired by the syndicate with a view to purchase, and operations commenced. The promoters were sanguine of success at the outset, but after several months' trial, it has been demonstrated beyond a doubt that the catch is not sufficient to more than pay current expenses, to say nothing about the chances of paying a dividend, so the syndicate has decided to wind up its affairs and the *Golden Cross* has been despatched to Rangoon to its owner.

It will be of interest to prospective passengers to the United States to learn that the Pacific Mail Company has appointed a Superintendent Caterer to take charge of the commissariat department of the ships of their trans-Pacific fleet, with a view to bringing up the cuisine and service to the highest possible standard. It has hitherto been by no means a low standard, but evidently the Company's motto in this matter is "the very best." Mr. Moroni, formerly of the Astor House Hotel, Shanghai, has been appointed to that position, and the reputation which this hotel has enjoyed in the East is a guarantee of his qualifications. Mr. Moroni has had in fact, a wide experience, and his reputation is international. He has already entered upon his new duties, being now on the *Montevideo*, which is on her way to San Francisco. It will be the duty of this officer to travel between the East and San Francisco on the various ships of the Company's fleet. The solicitude thus shown by the Company for the general comfort of passengers cannot fail to be appreciated by the travelling public.

TYPHOON WARNING.

The telegram quoted below was received from the Manila Observatory at 12 noon yesterday:—Cyclone or Typhoon E. of Luzon less than 300 miles distant, filling up. Cyclone or Typhoon N. of Yap moving W. N.W.

The American Consulate General forward us two typhoon warnings received from Manila Observatory last night. The first, received at 9 p.m., states that a typhoon or cyclone North West of Yap, is moving W.N.W. The second states that another is near or over the Northern Ladrones or Mariana Island and is moving W.N.W.

The feature of the sports programme to-night is the commencement of the boxing contest for which the following have entered: Cpl. Scruton K.O.Y.L.L., Pte. Smith, K.O.Y.L.L., Pte. Pardon, K.O.Y.L.L., Pte. Richards, K.O.Y.L.L., Gunner King Island, R.G.A., Gunner MacGee, R.G.A., Pte. Littlejohn, H.M.S. *Tamar* on Friday the semi-finals will be contested, and on Saturday the final will take place. A handsome trophy will be presented to the winner and runner-up.

TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

MR. BALFOUR'S HEALTH.

LONDON, July 19th.
The "Daily Telegraph" states that Mr. Balfour's health is causing some anxiety. Mr. Balfour will shortly proceed to Gas-tren for a cure.

THE PARLIAMENT BILL.

WHAT WILL HAPPEN ON TUESDAY.
LONDON, July 19th.

The papers are agreed that the House of Lords will pass the third reading of the Parliament Bill on Thursday. They state that the resistance of the extremists has been overcome.

Liberals assert that after Mr. Asquith has announced on the 24th inst. his intention to create Peers, Lord Lansdowne will counsel his followers not to persist in their opposition, announcing at the same time the determination of the Unionists to reverse the Bill at the earliest opportunity.

THE STATE INSURANCE BILL.

TRUMPHE OF MR. LLOYD GEORGE.
LONDON, July 19th.

The House of Commons is debating the State Insurance Bill.

The debate is remarkable for the personal triumph of Mr. Lloyd George.

Labourites and Conservatives pressed amendments to the clause which is aimed at malingering, and Mr. Lloyd George appealed to a hostile House to face electoral unpopularity rather than wreck the finance of the Bill. It was not straightforward to the working men to deny that there are malingerers in their ranks.

The clause was adopted by a majority of 74 and Mr. Lloyd George received an ovation.

UNREST IN PERSIA.

LONDON, July 19th.
A Teheran message states that the Ex-Shah has landed at Gumshteppe on the Caspian Sea among the Turcomans, with whom he has been in communication for some time. His brother Salard Dauleh has proclaimed him in Kurdistan.

BISLEY RIFLE MEETING.

LONDON, July 19th.
At the Bisley Rifle Meeting Corporal Trainor of Canada won the bronze medal in the first stage of the King's Prize.

ANOTHER BYE-ELECTION.

LONDON, July 19th.
Another bye-election is taking place at Middleton in Lancashire, Sir W. Adkins having been appointed Recorder of Nottinghamham.

SERIOUS RIOTING AT CARDIFF.

LONDON, July 19th.
Fierce rioting has broken out among the seaman strikers at Cardiff as the result of the arrest of the leader. Two warehouses are on fire, and the outbreak is supposed to be due to incendiarism. Another has been looted and hogheads of stout broached. The drunken mob cut the fire hose and stoned the police who made frequent baton charges. Six constables and thirty rioters have been injured.

THE OVERSEAS DELEGATES.

LONDON, July 19th.
The Overseas Delegates were entertained to a farewell luncheon by the Government at Hampton Court. The King telegraphed his pleasure at having seen them and wished them bon voyage.

THE CANADIAN FIRES.

LONDON, July 19th.
The Canadian fires have subsided and stragglers are daily coming in. The death roll will probably not exceed 100.

[THROUGH REUTER'S AGENCY.]

AUSTRIAN EMPEROR'S SPEECH.

LONDON, July 19th.
A Vienna message states that the Emperor in his speech in the Reichsrath referred to the urgency of army reform, and announced that provision was being made for the development of the commercial relations with foreign Powers. He hoped there would be a continuance of the blessings of peace. The Emperor spoke without betraying the slightest fatigue.

FRANCE AND SPAIN.

LONDON, July 19th.
The French newspapers are very angry over the arrest of Consul Boisset. The *Matin* says that hitherto France has treated Spanish excesses as puerilities, but now these have gone beyond reprimand and it is necessary to punish them.

France has demanded an explanation of the Alcazar incident.

DEATH OF THE CHIEF RABBI.

LONDON, July 19th.
The death is announced of the Reverend Hermann Adler, Chief Rabbi of the United Hebrew Congregations of the British Empire since 1891.

THEIR MAJESTIES IN EDINBURGH.

LONDON, July 19th.
At Edinburgh yesterday in brilliant sunshine the King inspected the Royal Scottish Archers and presented colours to the corps. A levée was afterwards held at Holyrood Palace.

The people are enthusiastic about the visit, and hope now that Holyrood has been modernised that the Royal visits will be more frequent to the Scottish capital.

The Lord Provost of Edinburgh and the Town Clerk have been knighted.

LORD KITCHENER'S APPOINTMENT.

CRITICISM IN PARLIAMENT.

LONDON, July 19th.

At question time in the House of Commons yesterday, Sir Edward Grey said he was confident that Lord Kitchener's qualities and special knowledge of Egypt and his impartiality would make his appointment to Egypt one commanding general confidence.

Mr. Byles, M.P., suggested that soldiers should keep to their own jobs. We were fast drifting to an army-ridden nation.

Sir Edward Grey said the post was an exceedingly difficult one, and he knew no one possessing qualifications equal to Lord Kitchener's. No special conditions attached to the appointment, and naturally before he departs the policy to be followed will be the subject of discussion between Lord Kitchener and the Government. The appointment involves no change in policy.

TEST CRICKET.

LONDON, July 19th.
Iremonger has accepted the invitation of the Marylebone Cricket Club to form one of the team to proceed to Australia.

THE "ASSAYE" DELAYED.

The Hon. Mr. Hewitt, Superintendent of the P. & O. Co., yesterday received, through Shanghai, a wireless message from S. S. *Assaye*, to the effect that owing to the typhoon weather prevailing in the Yangtze the steamer was delayed after leaving Shanghai and cannot reach Hongkong before 4 p.m. on Friday.

THE NETHERLANDS TRADING COMPANY.

The general balance sheet and profit and loss account to 31st December, 1910, show that after deducting current expenses and writing off bad debts, and with the addition of the balance brought forward from 1909, the net profits amount to \$4,743,003.40 (£395,250), out of which, after providing for the Statutory Reserve to the extent of \$992,081 (£241,007), a dividend of 9 per cent. has been declared.

SUPREME COURT.

Wednesday, 19th July.

IN CRIMINAL JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR FRANCIS P. GOTT).

KIDNAPPING.

Yueung Nam and Wong Yau were charged with kidnapping. Hon. Mr. C. G. Alabaster, Acting Attorney-General, instructed by Mr. Donny, prosecuted.

Prisoners pleaded not guilty and the following jury were empanelled: Messrs H. Hupender, T. P. Hall, B. Gallazzi, K. Sayce, E. H. Evans, A. Stevenson, and V. Fernandes.

The Attorney-General said the father of the child, a fortune teller, resided at 19, Peel Street. On the 14th June the child was missed and a report was made to the police. The police went to No. 14, Sai On Lane, and there found the child in the custody of the two prisoners. The people in the house said the prisoners brought the child to the house. Somebody asked why they brought the child, and the first prisoner replied that somebody wanted to buy a small boy. On being taken to the Police Station the first prisoner said he went to the house to sit down and take tea. The second prisoner said a woman told him to take the boy to the house, and he did so, as he wished to earn two or three dollars as a go-between. Obviously the prisoners deliberately stole the child with the idea of selling it.

The jury found both prisoners guilty. The first was sentenced to five years' imprisonment, and the second to seven years' imprisonment.

A CEMETERY PROSECUTION.

BURIAL WITHOUT NOTICE.

At the Magistracy yesterday before Mr. J. R. Wood, Inspector Kelly, in charge of Cemeteries, proceeded against the head sexton of the Roman Catholic Cemetery for burying the body of an adult female and an infant without giving the required notice.

Inspector Kelly testified to visiting the Roman Catholic Cemetery at about 6 p.m. on July 8th. He found two funerals in progress, and altogether that afternoon there had been five burials. Two were mentioned in the summons. The other three were of infants from the French Convent. It was the duty of defendant to give witnesses two hours' notice of any burial, but this he failed to do on the day in question.

His Worship—Were all those burials without notice?—Yes. Proceeding, witnesses said that when he visited the cemetery he did not see the defendant, but he saw the body of the female lying alongside the bodies of the three infants. No graves had been dug for those bodies, but witnesses gave orders that the adult should be buried. On the following Monday the Inspector again visited the cemetery and found out where the bodies had been buried. He stated that two other cases had occurred since the present summons had been issued, and that this practice was becoming a great nuisance.

Defendant informed the Court that as soon as the body of the infant arrived he gave the required notice.

His Worship asked Inspector Kelly if he wished to press the matter with regard to the female adult. The Inspector replied that he thought a warning would meet the case.

Defendant stated that when the body of the infant referred to in the summons arrived, he had no grave ready, but he saw the body buried a little after six o'clock.

His Worship—Who told you about the burial?—My nephew, who produced the burial certificate and gave it to the Inspector.

Who usually gives you notice of burials?—Sometimes the man who sells the coffins.

Anyone else?—No.

The hearing was adjourned for a week.

SHAMEN MUNICIPAL COUNCIL.

Minutes of a meeting held on the 17th July. Present:—Messrs. A. V. Hoag (Chairman), C. Ahrendt, L. H. Gilman, R. C. Martin and the Secretary.

SHAMEN WATER SCHEME.
A letter from Mr. C. B. Thomas was read accepting the appointment of consulting engineer in the matter of the water scheme. The Chairman reported that Mr. Thomas had taken samples of water from the river and sent them to Hongkong for analysis, but the result is not yet to hand.

DEFENCE CORPS.
The monthly report for June was laid before the meeting and found satisfactory.

CENSUS.

H. B. M. Consul-General has courteously sent in a census return showing that on the 2nd April, 1911, there were as follows:—I. Natives of the United Kingdom residing in Canton district:

Male	117
Female	48
Total	165

II. Persons born abroad, but natural born British subjects, residing in Canton district:

Male	30
Female	95
Total	125

SHAMEN MUNICIPAL COUNCIL.
The Council had also taken a census on the 15th July, 1911, showing that on the British Concession there were 323 foreigners and 1,078 Chinese.

NEIGHBOURS AT VARIANCE.

CHICKENS CAUSE TROUBLE.

A quarrel between neighbours came on for hearing before Mr. F. A. Hazell at the Magistrate's yesterday afternoon when Alfred Walters, Chief Engineer of the French steamer *Charles Hardouin*, summoned Theodore Braun, of the China Sugar Refinery Co., on charges of assault, killing a chicken, and using abusive language. The defendant brought a cross-suit for assault against Mr. Walters and his wife.

Mr. J. H. Gardiner appeared on behalf of the original complainant, and Mr. M. Reader Harris (of Messrs. Wilkinson & Grist) represented Mr. Braun. The summonses were consolidated.

Mr. Gardiner, in opening the case for the complainant, stated that on the 12th instant at about 2.30 p.m. the defendant hired a ricksha at the Fire Brigade Station, went as far as the Belle View Hotel, and then returned home to No. 41, Moreton Terrace. There he tethered the ricksha coolie fifteen cents. The coolie asked for more, and held out his hand with the money in it. The defendant took away five cents, leaving ten cents as fare. The coolie then complained more, whereupon the defendant pulled everything movable out of the ricksha and turned the vehicle over. The puller became greatly alarmed, and seeing some constables near the Hippodrome Circus, called out "police," and ran in their direction. Before the coolie had run far the defendant called him back, and said he would give him fifty cents if he would return and kill the complainant's chickens. The coolie took no notice, so defendant righted the ricksha, took hold of the handles and pushed the ricksha against a house belonging to Mr. Walters. In doing this he ran over and killed a small chicken, and when he collided with the coop the chicken apparently was too much for him, and he fell down between the ricksha and the house. Afterwards he got up, and seeing Mr. Walters on the veranda, called to him to come down, using abusive language. Thereupon Mr. Walters went down to see why the defendant had behaved as he had.

His Worship—Had there been some ill-feeling before?

Mr. Gardiner said he did not know that there had, but Mr. Braun apparently felt aggravated that the chickens should disturb his slumbers. The defendant had complained to the Sanitary Board, but no action was taken by that Board.

His Worship—Judging from your story, there was some ill-feeling between the parties previously.

Mr. Gardiner—There may have been some ill-feeling towards my client because he kept chickens, but it is not illegal to keep chickens.

His Worship—The parties were not at all strangers?

Mr. Gardiner—They never were friends, so far as I know. Proceeding, the solicitor stated that when Mr. Walters went down, followed by his wife and a Mr. Dixon, there was a discussion. The defendant, without justification, then struck Mr. Walters a heavy blow on the left side. This was the first blow struck, and the complainant, who received it, had been for some time receiving medical attention.

His Worship—You mean before this blow?

Mr. Gardiner said he did, and the complainant's wife, who was near at hand when the first blow was struck, seeing that the defendant intended to strike again, got in between and tried to separate the men. As no man would be expected to do, the defendant lifted his arm and struck Mrs. Walters two heavy blows on her hand and arm, causing considerable pain and bruises which were still visible. The complainant, seeing this, and being unable to combat with the defendant, who was a bigger and stronger man, picked up a stick and, rightly in protection of himself and his wife, struck the defendant two blows over the left side. Thinking he had done enough to keep the man quiet, he waited until the police arrived, and then the parties went to the police station and reported the matter to Inspector Kerr.

Complainant gave evidence on the lines of his solicitor's opening statement. He said he heard the defendant call to the ricksha coolie, "You come back and kill all those blessed chickens."

Mr. Gardiner—Did he call them "blessed chickens," or by another name?

Witness—He called them by another name.

Dr. O. Marriott gave evidence as to the injuries received by the defendant.

Mr. J. Gibson, submarine engineer, said he heard the defendant call out to his ricksha coolie, "Come and kill those birds." The coolie evidently did not understand and continued to run. Defendant then said, "Well, if you won't do it I will," picked up the ricksha, ran it into and upset the hen-coop.

Cross-examined by Mr. Harris:

Why did Braun complain to the Sanitary Board twice, and why did other people send in a petition about Mr. Walters' and your chickens?—Because there was a little ill-feeling. I suppose it was spite. But nothing was done, as an Inspector from the Sanitary Board inspected the place and said it was clean.

Mr. Harris—So it was when he called, I have no doubt.

The hearing was adjourned until Friday.

THE CANTON-HANKOW RAILWAY.

REPORTED INTENTION TO ALTER THE ROUTE.

A Hankow telegram in the *China Times* says it is reported that Tsun Fung considers in view of the strong feeling in Hunan Province against the nationalisation of railways, it is better to change the route of the Hankow-Canton Railway. He suggests that from Supeh the route shall be through Kiangsi instead of Hunan and from Kiangsi enter Kwangtung. The *China Times*, commenting on this telegram, says the change of the route will seriously affect the local position, and this telegram is therefore published with reserve.

MACAO NOTES.

[FROM OUR OWN CORRESPONDENT.]

Macao, 18th July.

POSTAL GRIEVANCES.

The public is much annoyed at the manner in which it is being treated by the Post Office, and not without good reason. Stamps cannot be bought by the public, but the money for the stamps with the letters must be handed to the office employees, who have to purchase the stamps and affix them. Needless delay in the transmission of the correspondence is occasioned. It is said that partiality is being shown in the sale of stamps that some people cannot purchase one stamp, but that others can obtain whole sheets. It is a scandal that such a state of affairs should be tolerated in a colony which is under the "Union Postale Universale" Letters sent to Hongkong and Canton have of late borne four cent stamps. Is that fair, when there are one and two cent stamps in the office?

MISCELLANEOUS.

The work of dredging the harbour is making good progress.

The Sanado is doing useful work by removing stalls which were encroachments on public streets.

Jockey and race clubs have been founded here. But where is the race course to be?

It is reported that national fêtes are being contemplated for October 5th in celebration of the first anniversary of the Republic. If that be so, preparations should be commenced at once, as it will take some time to raise the necessary money.

LOCAL SPORT.

BOXING.

LEWIS RETURNING TO HONGKONG.

Writing to a friend in Hongkong regarding his recent meeting with, and defeat by Bob Whitelaw in New South Wales, Bill Lewis says, "My left arm went on me in my fight with Whitelaw, and it was as much as I could do to stay the 20 rounds. I have it now in a sling. Rest, the doctor says, is the only cure, and as I am pretty good at resting it should soon be alright. I am leaving by the *Taiyuan*, and should be in Hongkong about August 10th if all goes well."

WATER POLO.

38TH CO. R.G.A. V. B.O.C.

The first match in the Water Polo Shield Competition took place in the V.R.C. enclosure last night, the opposing teams being the 38th Co. R.G.A. and the Boys' Own Club. The Boys' were too fast for the soldiers, and had an easy victory, winning by four goals to nil. The next match will take place on Saturday, starting at 5.45 p.m., the teams being the 97th Co. R.G.A. and the K.O.Y.L.I. All matches in connection with the Shield Competition are to be played in the V.R.C. bath.

THE WIRELESS CHAIN.

Commenting on the recent announcement of the Government to establish a chain of wireless stations, the *Calcutta Englishman* remarks: "It will be noticed that the scheme is magnificent as it is, is not entirely complete. The chain of stations runs eastward to Australia, with a connecting link down to South Africa; but an Imperial wireless system ought to encircle the globe. The line ought to run on to Hongkong, and Wei-hai-wei and thence across the Pacific to Canada, and crossing that Continent reach the Mother Country by way of the West Indies and British Guiana. There is apparently no limit to the distances that can be covered by wireless provided that the sending stations are powerful enough. Wireless messages are received between England and the United States as a matter of course, and a message sent from Paris has been picked up by a ship on the coast of South America. Paris is also able to speak directly with Canada, and there is now in process of erection at the Eiffel Tower a wireless station which is expected will be able to send messages to any wireless station in the world. This is to be done by the production of a current of 100,000 volts, which will result in the creation of a wave service of electric waves, corresponding to the not a musical scale. There are no physical difficulties in the way, therefore, of a wireless British chain round the globe. By the time the next Imperial Conference meets the present scheme ought to be working, and the time will be ripe for the larger conception."

THE TARBAGAN INFECTED WITH TWO TYPES OF PLAGUE.

Prof. Zabolotny, the renowned bacteriologist, now in Harbin, has written to Dr. S. Kitazato, of Tokyo, informing him of the result of his recent examination of the infected tarbagan which was found to contain the plague germs of both bubonic and pneumonic types. The presence in one living specimen of the germs of the two types of the plague is indeed a discovery of great importance, and has created a fresh subject of professional study," says the great Russian authority.

THE FUTURE OF WEI-HAI-WEI.

The question of Wei-hai-wei seems to be again on the tapis. According to the *Asahi Shimbun*, China has asked England to consent to the joint use of the port as a naval station. At present Chinese vessels have the right of free anchorage in the harbour, but they are entitled to use the waters only, and not the littoral regions. In other words, they may anchor their ships within the harbour, but they may not build forts, arsenals or docks. It has always been recognized that Wei-hai-wei is the best naval port in China's northern seas, and more than one treaty has been made by China to induce England to restore the place. Great Britain, however, while careful not to use the port for any purpose other than temporary, is reluctant to lose the use of it even within the limits, and it is evident that joint occupation, which China is allowed to have proposed, would be exceedingly difficult to arrange satisfactorily. Either England will have to do much more than she has hitherto done or China will have to be content with much less than would convert the place into a serviceable naval station from her point of view.

THE "CHIT" SYSTEM.

A HINT TO HOTEL KEEPER.

At H.B.M.'s Supreme Court, Shanghai, last week before Mr. G. W. King, Registrar, George F. Curtis sued H. L. Hamlin to recover Tls. 100 on a promissory note.

The plaintiff in the witness box stated that the promissory note was signed by Mr. Hamlin in his (witness) presence, and that it was defendant's signature. It was given for a valuable consideration, the same being a note for Tls. 100 made payable to him (witness) by A. E. B. Gagnon, who had a claim against Mr. Hamlin for \$246.

His "onour" (to defendant)—Did you get any money on this note?

Defendant—No, sir. I never received anything on the note given by Mr. Curtis.

Mr. Curtis: I have chits signed by Mr. Hamlin.

His Honour (on examining the documents) stated that it was quite clear that Mr. Gagnon gave Mr. Curtis a note for Tls. 100 and that Mr. Curtis handed this note to Mr. Hamlin. It seemed, however, that he did not get any value on Gagnon's note. There was no value received on the promissory note.

Mr. Curtis: Yes, there was. I saved him from being sued in this Court here on these chits.

Defendant: It is true the chits are mine, but I have never been pressed for payment by Mr. Gagnon.

His Honour: What are the chits for?

Defendant: For refreshments.

His Honour: The whole of them?

Defendant: There might have been a few tea.

His Honour: You had better go into the box and swear that.

The defendant, being duly sworn, stated that the chits were signed by him at Sze-wei Gardens in April, May and June last. They were for refreshments, whiskey, soda, champagne, lemon squashes, and so forth.

His Honour: What do you mean by "and so forth"?

Defendant: A few teas.

His Honour: I see; and the proprietor of Sze-wei Gardens is Mr. Gagnon.

Witness: That is his assumed name.

His Honour: According to the law this man cannot be sued on the majority of these chits. He may be sued for lemon squashes, teas, etc., but you cannot sue him for the champagne.

Mr. Curtis: I am not suing in that way at all.

His Honour: But defendant says he has received no value on this note, and before you can succeed you have to show that the defendant had value of some kind.

Mr. Curtis: The value was the consideration of not being sued.

His Honour: Exactly, for something he could not be sued for; that is no consideration. He may not have known it, but that is the legal position. It has been laid down in the Court quite clearly that chits for spirituous liquors of the value of less than twenty shillings cannot be sued upon. It is to say, a debt of twenty shillings for spirituous liquors contracted at a public house. If a man has two drinks you cannot put them together and make one transaction of it. They are separate transactions. In the case of the Central Stores v. William Harvey, Mr. Douglas gave a written judgment in which he found that a claim in respect of spirituous liquors supplied could not succeed unless it was a bona fide debt contracted at one time on the amount of twenty shillings or upwards. Mr. Douglas then went on to say that the Act governing the case, was essentially a poor man's Act and the object was to protect a certain class of people who were in the habit of obtaining intoxicating liquor on credit at public bars. I do not know if this man knew his rights in this matter, but practically he cannot be sued on any chit given for spirituous liquors sold at a bar. It cannot be too well known in Shanghai that you cannot sue on a chit given for a drink at a bar. It is a Chiao Chiao pretent of some members simply by meeting a man and expelling him if he does not meet their chits; still it cannot be too well known that they cannot be sued on chits of this kind.

Mr. Curtis: But I came here on a promissory note.

His Honour:—Evidently. But your promissory note must be for value received, and this man has received no value.

Mr. Curtis explained that he made this arrangement with defendant in order that the latter might not be pressed for the money. Mr. Hamlin had never led him to believe that he did not intend to pay them.

His Honour: That is your misfortune; but I am not going to depart from the law for any person. For the majority of these chits defendant is not liable and I cannot possibly give judgment against him.

Mr. Curtis remarked that on his Honour's ruling there were still some chits that could be sued on.

His Honour: Well, I am not going through the whole lot to find out which are and which are not.

His Honour disposed of the case by saying that under the circumstances he would have to dismiss the action with costs.

COLLIERS FOR JAPAN.

When the steamer *Kinkaku Maru* was launched at Middleborough a few weeks ago, attention was directed to the enterprise of the Japanese firm of Messrs. Mitsui & Company in adopting the latest and most improved type of put-in cantilever construction with torpedo ballast tanks for the four colliers which they have ordered for the service of their Mikko colliers. These vessels are to be employed in their trade with Hongkong, Shanghai, and the rivers of China. The *Kinkaku Maru*, of 8,200 tons d.w. capacity, the first of the four, has been built by Sir R. L. Dixon & Company Limited. On June 10th she underwent her trial trip, which proved in every way satisfactory. The steamer is of the single-deck type with poop, bridge and fore-castle. Her principal dimensions are:—Length, 393ft. 6in.; breadth, 53ft. 7in.; and depth moulded, 29ft. 4in. The principal feature of her design is that she is self-trimming with absolutely clear holds, and six enormous hatchways, each 33ft. by 32ft. There are large wing tanks at the top of the holds at each side supported on the cantilever principle and containing 1,350 tons of water ballast, in addition to an equal quantity in the double bottom. The officers and engineers' accommodation is provided in houses on deck. She has 12 derricks worked by 11 steam winches, electric light throughout, and is in every respect one of the most up-to-date colliers yet built. The engines have cylinders 26, 42, and 70in. in diameter by 48in. stroke, taking steam from three large boilers. The hull and engines have been so constructed under the supervision of Mr. J. S. Bonnyman, of Cardiff, with Captain Nagata, Mr. K. Ohta, and Mr. S. Kurata as resident inspectors.

ANGLO-JAPANESE ALLIANCE.

[BY COUNT TADASHI HAYASHI, C.C.V.O., IN THE CORONATION NUMBER OF THE "JAPAN TIMES."]

The Court was one of the students who were sent to England for study by the Shogunate government. Returning home in the early days of the Restoration, he joined the forces raised by the late Admiral Viscount Enomoto for upholding the fallen cause of the Shogunate, and was imprisoned for two years, when the forces were subdued by the Imperial Army. He was soon given a post in the civil service, in which he steadily rose till in 1891 he was appointed Vice-Minister of Foreign Affairs. He afterwards represented Japan at Peking, St. Petersburg, and London, in which last place he distinguished himself in connection with the work of bringing about the first Anglo-Japanese entente. Since his return home, in 1896, he has been leading comparatively retired life, though taking an active interest in all affairs of public interest.

The close of the China-Japan war turned a new leaf in the situation of Far Eastern affairs. Japan made a sudden start as a great Power of the Orient, and this change on the political stage of the Far East had naturally evoked a great change in the Far Eastern policy of the Occidental Powers.

For instance, Great Britain, which has from the close of the China-Japan war been confronted with the necessity of providing against the rising influence of the new Japan. The conclusion of an alliance between Great Britain and Japan was considered as saving Great Britain the necessity of being on guard against the new Power in the East, and to relieving her from bearing an additional burden on that account.

On the other hand, Japan found herself in a position that necessitated an alliance with one of the Western Powers, as the state of things then obtaining did not allow her to stand alone in the Far East. Thus Great Britain and Japan were in the same plight and bound to sail in the same boat, so to speak, in the political sea of the Orient.

Common interest is an essential requisite for the combination of two different States, without which no international alliance is accomplished with effect. Hence it is absolutely impossible that the European Powers will form a combination among themselves to cope with the situation in the Far East because their interests in the Far East hardly be said to be in complete harmony. Some countries may find themselves in accord in their respective interests in the Far East, while others may be at variance. If they incorporated politically against the Far Eastern countries advocating what is termed the "Yellow Peril," then no European nation would see the necessity for shaking hands with Japan. But in my opinion it is impossible that the Powers will be induced to take harmonious action from mere sentiment, because no sound combination can be established unless it be based on the common interest of the contracting Powers.

There was a time when the European Powers formed themselves into a combination, or what was called co-operation, in their dealings with China. But in those times Great Britain was the only country that had important commercial and economic interests in the Far East, while other Powers only followed her example, which fact made easy the formation of such a political transaction. Things are, however, very different now. Modern progress and the development of the organs of traffic and communication have had the result of making the Powers extend their economic interests to the Far East, which has, in turn, naturally caused a collision of interests between the powers in the Extreme Orient. In these circumstances it is a patent fact that the Western nations could not continue to support the Far Eastern countries and cope with the situation in this quarter of the globe in harmonious accord.

The sudden rise of the new Japan at that juncture effected a serious change on the political stage of the Far East, and the Powers have since then changed their attitude toward Japan: first of all, in setting their Far Eastern policies. The position of Great Britain in the Far East at the time when Japan was seeking her shaking hands with Japan was such as to necessitate her circumstances and did not allow Japan to stand alone. Great Britain feared that Japan might enter into an alliance with some other Power if she did not join her. The relations between Great Britain and Russia were then anything but harmonious, and their interests were always in conflict. A rapprochement between Japan and Russia was feared as acting adversely on the interests of Great Britain. Great Britain was therefore very anxious to conclude an alliance, while Japan saw a good friend in England, whose interests were not antagonistic to her own.

While Britain's Eastern policy was in the same line with Japan's and unlike the somewhat aggressive attitude of certain other Powers. Seeing the necessity of concluding an Anglo-Japanese Alliance, published a pamphlet styled "Anglo-Japanese Alliance" in May, 1895, shortly before my appointment as Minister in Peking. The motive of the Anglo-Japanese Alliance was principally concluded was in accordance with the principles then advocated by me.

The talk of an Anglo-Japanese Alliance originated in the time of the three-Power intervention toward the close of the China-Japan War, it being advocated in political circles both in England and Japan. Prior to this, as the result of the China-Japan war, the Chinese influence was entirely excluded from Korea by Japan, but Russia came to take the place of China in the peninsula. In consequence, Japan had to negotiate with Russia in matters relating to Korea. Several agreements were concluded between Japan and Russia with a view to avoiding a collision of interests, but no repetition of armaments proved to be of any good effect, and the best means was considered to be the conclusion of an alliance with Great Britain.

In 1900 broke out the famous Boxer trouble in North China. The foreign legations in Peking were besieged by the Boxers and were in great danger, not a few lives being lost in the uprising. Great Britain was at that time involved in warfare in South Africa and could not spare her military force for the fresh trouble in the East. The British people were very uneasy about the lives of their fellow-countrymen and the general situation in North China. But the brave efforts of Japanese soldiers, the British nation greatly appreciated the assistance and gallant efforts of the Japanese. Good feeling toward Japan and the Japanese prevailed throughout Britain.

When I was received in audience by the late Queen Victoria in Windsor Palace, July 10, 1899, and also at a garden party in Buckingham Palace, her late Majesty was pleased to express to me her gratitude for the kindness of His Majesty the Emperor of Japan in sending troops for the relief of Peking from the hands of the Boxers. This testified to the friendly feeling toward Japan prevailing all classes of the British nation.

But in the meantime Russia's aggressive enterprise in Manchuria, consequent upon the settlement of the Boxer trouble, came to involve Japan and Russia in a rivalry which finally culminated in war. While Japan and Britain were gradually approaching each other, Japan and Russia were fast becoming enemies.

In March, 1901, Mr. Chamberlain, then Secretary for the Colonies, in a meeting with Mr. Kato, the Japanese Minister to England, at a private entertainment, had occasion to talk over Far Eastern questions, and in the course of the conversation the English statesman dwelt on the necessity of co-operation between his country and Japan vis-à-vis Eastern questions. Minister Kato approved of the proposition and telegraphed to Count Okuma, then Minister of Foreign Affairs, urging the necessity of agreeing to the suggestion made by Mr. Chamberlain. The negotiations for the Anglo-Japanese Alliance, however, practically commenced in the Spring of 1899, the year after my appointment as Minister to the Court of James in the time of the second Ito Cabinet. On April 17, the same year, I interviewed Lord Lansdowne, Foreign Secretary, on some official business, and on that occasion I stated that affairs in the Far East would become complicated more and more in future and asked his opinion about the establishment of some agreement for permanent co-operation between Great Britain and Japan in matters relating to the Far East. Lord Lansdowne seemed to harbour no particular objection to my proposal, and after repeated interviews I became fully convinced of the hopefulness of the conclusion of an Anglo-Japanese Alliance.

In the meantime a political change took place in Japan; the Ito Cabinet resigned and was replaced by the Katsura Cabinet with the late Viscount Sonosuke Foreign Minister. Later, by the instructions of the new Foreign Minister, I carried on further negotiations with the British Foreign Secretary, but so far the negotiations were made in private, as I was not invested with the power to carry such negotiations officially, the matter being an informal proposal. After a temporary suspension, the negotiations were begun formally in October the same year, when I was instructed to exchange views with the British Government by Mr. (now Marquis) Komura, who had replaced Viscount Sonosuke as Foreign Minister. The negotiations were then conducted formally, till the alliance was successfully concluded and signed January 30th, 1902.

The Anglo-Japanese Alliance was made public February 11th, 1902. The announcement took the nations of the world by surprise, and not without reason. The negotiations had been kept in strict secrecy, and the alliance was made with one of the greatest Powers of the world, who had suddenly thrown aside its policy of "splendid isolation" and joined hands with the rising Power of the Extreme East. This was never expected or dreamed of by other nations.

As to the end and aim of the alliance, it was meant for the maintenance of the *status quo* and permanent peace in the Extreme Orient, and the preservation of the open door and equal opportunity.

The enthusiasm with which the announcement of the alliance was received by the peoples of the two countries bears eloquent testimony to its having occurred with the public opinion of both nations. The alliance, which forms the backbone of Japan's foreign policy, especially may be said to be an admirable alliance, as it is based on the common interest and harmonious agreement of feeling and sentiment between the two nations, combined with historical relations and practical necessity.

By virtue of the alliance Japan's position in the Far East was perfectly guaranteed, but meanwhile the relations between Japan and Russia vis-à-vis Manchuria continued to grow gradually worse, till the two countries resorted to arms in February, 1904. In August, 1905, at the close of the Russo-Japanese war, the Anglo-Japanese Alliance was renewed, though the term of the former alliance had not expired, owing to the great change in the situation of the Far East consequent upon the war. The new alliance was considerably enlarged in its scope, and covered entire Eastern Asia and the East Indies.

The equilibrium of strength of the different Powers was not well kept in the Far East after the close of the China-Japan war. The Anglo-Japanese Alliance was concluded at the time of the Boxer troubles of China, and was renewed after the cessation of hostilities between Japan and Russia, to make it meet the requirements of the new situation in the Far East brought about by the Titanic struggle between Japan and Russia. The renewed compact had a great effect in binding the two island Empires into increased intimacy and friendliness. By this, indeed, the true balance of power in this part of the world was restored to its normal state.

The value and importance of the Alliance will be unchanged, nor is there any doubt of its long continuance. The only point against which Japan ought to guard herself is a wantonly aggressive policy. She must always adhere to her peaceful policy and endeavor to make the most of what she has so far gained and to promote her interests and development in a manner consistent with a pacific policy.

But it must not be understood from this that Japan has to adhere at any cost to a negative, retreating policy, in every department of her activities. On the contrary, in matters of trade and economy she ought to try to expand and develop with all her might. And the true value of the Alliance lies indeed in its power to enable us to attain this aim.

History abounds in examples demonstrating the fact that domination, be it ever so vast and powerful, can not endure, if the foundation is in martial power only. But no ago looks in such shallow-minded persons who urge aggressive expansion of territory and expansion of empire. Their ideas are simply absurd. They seem to think that the true power of a State consists in grand and promoted by mere expansion of territory, and so they revel in foolish dreams of aggression.

Such thoughts are relics of the past; they may have been good in the turbulent days of feudalism and in internecine wars. But in these days of enlightened civilization, they are utterly out of place. Suppose a country has brought another country under subjugation by power of arms. The victor has to provide for the security of the newly acquired possession. In other words, the power of the victor is country is to be lessened on that account. Therefore, the State which aims at extending its dominions needs to be ready to suffer this disadvantage. If it wishes to gratify its thirst for land, without suffering this disadvantage, let it go to some barren wilderness and conquer it, and transplant there the people from its old domain. It is therefore clear that wasteful expansion of territory is entirely incompatible with the true progress and prosperity of a State.

If Japan should adopt such a policy, the continuance of the Anglo-Japanese Alliance would be out of the question, and at the same time Japan would have to be ready to meet other Powers as foes. Such a state of things is horrible to think of.

In diplomacy, the authorities should always lay this fact to heart.

As to trying to effect the expansion of armaments for the progress of national prestige, wholly oblivious of these fundamental facts, it would be the height of foolishness. Only an empty glory might be maintained for a few years; but no structure would be secure when founded upon sand. As it is, the urgent question of the day is the

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and WALLETS.

RAZORS.

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entailment of national expenditures, by which the true development of the nation's strength must be accomplished. If Japan adopts such a policy, the future of the Anglo-Japanese Alliance will be very bright and hopeful, and there will be no fear of its becoming invalid, the two nations eternally standing in relations of sincere cordiality and friendliness.

£2,000,000 IN BRIBES.

50 RUSSIAN OFFICERS ON TRIAL FOR CORRUPTION.

The "trial of the 56," as it is popularly called, reveals an astounding state of corruption in the Moscow Supply Department of the Russian Army, wires a Reuters correspondent from Moscow. Of the members of the Moscow Indemnity between 1904 and 1910, two generals, 21 colonels, and 28 captains, besides four colonels of state, are charged with a systematic extortion, dishonesty and bribe-taking.

The majority of the accused are in uniform, and wear various orders and decorations. The sums alleged to have been ill-gotten by them range downwards from £27,000, which is said to have been the share of one of the members of the receiving committee of the indemnity.

It is calculated that one firm alone in the course of 25 years has paid £2,000,000 in bribes to the members of the Moscow Supply Department.

One of the counts of the indictment is that the department accepted from the contractors

NOTICES TO CONSIGNEES

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE. THE Company's Steamship

"NIPPON," having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risks, into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. The Steamer brings Cargo from Venice ex s.s. "Almisa" transhipped at Trieste. Trieste ex s.s. "Korber," transhipped at Bombay.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the office of the Underwriter before Noon on the 23rd inst., or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 9.30 A.M. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd inst. will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents, Princes' Building. Hongkong, 16th July, 1911. [5]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM HULL, ANTWERP, MIDDLESBORO, LONDON AND STRAITS.

THE Steamship

"GLENLOCH," Captain E. J. Stallard, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Cargo will be carried on unless instructions are given to the contrary before Noon, To-day.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on MONDAY, 24th inst., at 10 A.M. All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th inst. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents. Hongkong, 17th July, 1911. [945]

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU AND JAPAN PORTS.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for countersignature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on FRIDAY, the 21st inst., at 5 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance will be effected. No Claims will be recognized after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on TUESDAY, the 25th inst., afternoon, will be subject to rent and landing charges.

All chafed and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before TUESDAY, the 1st Aug., otherwise they will not be recognized.

K. MATSUDA, Agent.

Hongkong, 18th July, 1911. [948]

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FORTUNE-TELLER AND WORK-GIRL.

MARRIAGE OR DEATH.

"You will die on the tenth of the month," the fortune-teller had told Gerorgette Delvalle and Gerorgette had believed her. Gerorgette Delvalle was a millinette, one of the little workgirls who may be seen at eight o'clock any morning in Paris trotting rapidly to the big dressmakers' shops in the Rue de la Paix from the heights of Montmartre or from Belleville.

She had met the fortune-teller in the little room of the concierge, and had allowed herself to be persuaded to have her fortune told. She was a credulous little person, and when the grimy old woman in the stained and when the grimy old woman in the stained and when the grimy old woman in the stained

There are so many dark-eyed men in Paris that Gerorgette's innocent little life could hardly have been without one. Her love of gaiety was shared by every Parisian girl of her class, her pricked forehead told the fortune-teller that she was a dressmaker. But Gerorgette thought it very wonderful, and she was very much upset when the old woman dropped her hand in affected horror and told her that she must die on June 10.

"How? Why? Tell me some more," said poor little Gerorgette. The fortune-teller shook her head. "Ah, there it is," she said. "To tell you more I must call the two packs of cards and the coffee grounds into the service, and you cannot afford that. I may not sell the knowledge of the cards and the coffee grounds for less than 7s. 6d."

THE ALTERNATIVE.

Gerorgette looked at the grim old woman, and she thought a minute. She had the money upstairs. She had been saving it to go down to the country when she got her three days' holiday, but what was the use of holidays if she were really to die on the tenth of the month?

"Wait just a moment," she said, gasping for breath a little. "Wait. Get the cards ready and the coffee grounds. I will be back directly with the money. She rushed up the six flights, opened her wardrobe door, took out the little box in which she kept her little bits of money, and got the money out from the carefully tied corner of the handkerchief underneath the ribbons.

She looked at it a little sadly, shrugged her shoulders, and ran rapidly downstairs again. "What can't be helped cannot be helped," she said. And sitting down in front of her she pushed the money over to the fortune-teller. Five minutes afterwards the cards and coffee grounds had, with the fortune-teller's help, modified poor little Gerorgette's sentence of death. She would die on the 10th of June, but there was a but—one thing might save her. She must be married or promised in marriage before midnight on June 9.

"If I am not married, or engaged by then?" she asked. The fortune-teller shook her head. "No, no I don't mean that," said poor little Gerorgette. "But can you tell me how I shall die?" "That is impossible," said the fortune-teller. "It may be by an accident in the street. It may be by the knife of an assassin. It may be that you die by water, or you may die by fire. But the coffee grounds, the lines of the hand, and the cards never lie. I am only their servant, and the cards never lie. I have been told and have told you the truth. Unless you are married or betrothed by midnight on June 9 death will be your portion."

Poor little Gerorgette could not stop and listen to the concierge. She fled upstairs and shut herself into her little garret to cry by herself and think things over. "If she were not either married or engaged to be married by June 9—and that was the 6th. She was a quick pretty little mouse of a girl, to whom no man had ever paid attention. There was the grocer's man downstairs. He was good-looking and a flirt, they said. Gerorgette rather liked him and perhaps. She went downstairs, and, entering the shop a little nervously, she asked for three hard-boiled red-dyed eggs. "Here you are, mademoiselle," said the young shopman, "and here is one extra—for luck."

IN DESPAIR.

Gerorgette blushed, and smiled at him. "How kind of you," she said softly. "Ah! I feel kindness itself to the whole world to-day," said the young man. I am going to be married to-morrow, Mademoiselle Gerorgette. She bit her lips hard to keep the ready reply to herself. Next day poor Gerorgette was even tried—it was a pathetic attempt to flirt with the foreman. He was brutally rude, as some Frenchmen are when they have women to rule over, and Gerorgette lost her temper, answered him, and was immediately dismissed with a week's notice. In the summer time any pretext was enough to get rid of all but a few hands.

She went home in deep despair this time, and did not sleep a wink that night. How was she going to die? Would it be of starvation? Hardly that for she had a few spare francs still, and they had paid her at the shop before dismissing her. A street accident? The poor girl scarcely dared to venture out to buy her food now. She hated the idea of death in a crowd under the wheels of one of the terrible taxicabs. She was not afraid of the murderer's knife. She remained in her room at night, and knew that she had not an enemy in that whole world.

No. There was no useless. Why wait for it? The girl's eyes gleamed with sudden resolution. What was the use of waiting? She went downstairs and bought herself some charcoal. Then she crept upstairs again, lighted her little brazier, closed the door crevices with her clean handkerchiefs, and shut the windows tightly. Then she dressed herself in her one good dress, and lay down on her bed to die.

Someone burst the door open. "Why, Mademoiselle Gerorgette?" cried an astonished voice. "Why, poor little Gerorgette—listen, Gerorgette, you must not die—I never dreamed that you were so poor or I would have spoken, Gerorgette, I have loved you ever since I rented the room here next to yours."

And Gerorgette did not die after all, for she had found her husband before midnight on June 9th. —JOHN N. RAFFAEL in the Daily Express.

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IS A PIEDALD EMPIRE POSSIBLE?

QUESTIONS BEFORE THE CONFERENCE.

The above is a question Mr. W. T. Stodd put in the *Review of Reviews* in anticipation of the meeting of the Imperial Conference.

If the first radical question before the Conference is that of the relation between the Imperial Government and the Dominions for the purpose of Imperial defence, the second, and perhaps the more serious and urgent, is the relation between the Dominions and the other subjects of His Majesty inhabiting Asia. The Dominions belong exclusively to the White race. It is true that General Botha represents a Colony, the majority of whose inhabitants are not white; but in South Africa the white sentiment is, perhaps on that account, more aggressively dominant than it is in any other Dominion. Mr. Fisher stands for a White Australia; General Botha is responsible for the exclusion of the Asiatic; Sir Wilfrid Laurier has had to face serious difficulties arising from the immigration of Asiatics into British Columbia.

This question of keeping the Dominions white as against Africa, they are already piebald, divides itself into two. The first relates to the exclusion of the Indian subjects of His Majesty from the white dominions of the King; the second relates to the regulations intended to exclude foreign Asiatics from the British Empire.

THE POLICY OF EXCLUSION. The subject excites fierce controversy. The right of our Colonists, say in Australia, to adopt the policy of dog-in-the-manger by excluding yellow and brown men from a continent round the rim of which a handful of white men have settled, is hardly defensible before any impartial judge. Australia could feed and lodge a couple of hundred millions of human beings if her gates were flung open to the free immigration of Japanese and Chinese. At present there are hardly five million Australians in Australia, and they are not multiplying their numbers either by immigration or by birth. Canada is just as sensitive lest coloured men should earn their daily bread in opening up the industrial resources of British Columbia. South Africa is attempting to solve the difficulty by imposing a literary test intended to exclude Asiatics without saying so.

When the Transvaal was an independent Sovereign State, the British Government was the vehement champion of the rights of the Indian immigrants. Now that the British flag floats over Johannesburg and Pretoria, the Indian Government can do nothing. If India were under a foreign flag it would be different. The trouble is that the British Indian losses all chance of redress because the same flag which shelters him also floats over those who do him wrong.

SIR WILFRID LAURIER'S DEFENCE. Britain in old days bombarded the brown and yellow nations of China and Japan into opening their ports to white-skinned British merchants. But Britain acting through her Dominions closes her ports to the King's own subjects if they happen to be born with coloured skins. The position is somewhat illogical. But Sir Wilfrid Laurier maintains that it is practicable and necessary. To quote his own words:—

"The policy I have followed is fourteen years old and based on two ideas. The first is that relations between England and Asiatic nations should remain friendly. The second is that if we were to admit unchecked immigration from China, Japan or India these good relations would not continue. Therefore that immigration must be checked and kept within responsible bounds. The reason is that the nations of Asia for centuries have been kept in a sordid condition as to mind, dress and body. As a result they can keep themselves on a scale that a white man cannot, and can accept a lower wage, which, if permitted to prevail, would bring economic disturbance fraught with evil consequences."

SAUCE FOR THE GOOSE SAUCE.

FOR THE GANDER.

The white working man, finding his wages under cut by Asiatic labour, would, as experience proves, attempt to murder or intimidate his yellow-skinned competitor. Hence, to avoid complications, keep the Asiatic out. The Chinese argue much in the same way about missionaries, and the old Japanese proverb to the effect that the nations of Asia should remain friendly, is a result of the same principle in closing their ports to our traders. In both cases the white man appealed to cannon law and had his way.

Suppose that the Asiatics should decide that it would be well to give us a taste of our own medicine? What then? Logically we could not complain. But, as we always declare, we are not governed by logic, but by the rule of thumb. The Imperial Conference would be well advised if it were to take the whole question of the regulation of Asiatic immigration to a serious consideration. The Japanese are not likely to tolerate for ever the present refusal to accord to them human rights extended to every white man.

ARE JEWS ASIATICS?

If the other Dominions were to follow the example of Canada, where according to the *Jewish World*, "the immigration officials have issued a notice to the officers at the port of embarkation that immigrants of the Hebrew faith, no matter where they were born, are henceforth to be classified as Asiatics," the question might soon become acute—for instance, in South Africa. The claims of our British Indian fellow-subjects can be treated with contempt without danger of reprisals. We may for the time being trample justice under foot because we are strong, but in face of the accumulating evidence of the revival of China and the re-awakening of Asia, we shall in that case have to prepare to suffer whatever disabilities we now insist upon inflicting.

TWO SUGGESTED COMPROMISES.

A writer in the *Round Table* last February put forward the following suggestion as a possible basis of settlement:—

It would seem that an agreement could be reached which would settle the immigration difficulty and pave the way to stable commercial relations between the Dominions and Japan on the following basis:—That each race should have the right of excluding altogether labourers and artisans of the other race, but that educated persons, travellers, traders, students, and so on should have free entry, but under such restrictions as would prevent them from becoming permanent residents.

Whether on this basis or on some other the writer insists that the Empire must arrive at a common policy and it must be arrived at. The Dominions cannot stand alone against Japan; if Great Britain supports the Dominions she may have to face the hostility of Japan in the Far East, as well as the hostility of Germany in the Near East.

It seems to me—as I stated last month, and venture to repeat it here—that a solution might be arrived at by a joint agreement on the part of the British Empire or the British Government and Japan to receive on equal terms the same number of immigrants from each other, which would establish the principle of perfect equality; and as there is no

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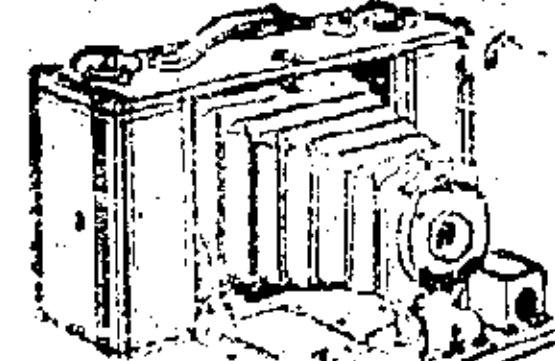
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prospect, or even possibility of any great influx of British subjects into Japan or China, it would effectively dispel the fears of the Colonists that they would be swamped by Japanese or Chinese immigration. It would only be to recognize the principle of fair exchange if the British Empire refused to receive any more Japanese subjects than she has exported of her own subjects to Japanese territory.

AN INREDUCIBLE MINIMUM OF JUSTICE.

The question as to our own British subjects from India and the Straits Settlements is not so easily settled. But whatever way the subject is "temporarily" disposed of, no permanent settlement can be arranged at present. All that can be hoped for is that our Dominions will not push the policy of exclusion further than they are prepared to see it pushed against themselves, and that whatever species of pretext they may employ to keep out those whom they regard as undesirable aliens they will always welcome persons of education—civilized and educated men and women of every continent and of whatever colour—to the territories which for the present they hold in trust for the human race.

HOW TO KISS IN A PICTURE HAT.

SECRET OF SUCCESS IN THE NEW ART.

History tells us, says the *London Express*, that the greatest revolutions take place in silence, and it is not surprising that the recent change in the art of kissing has passed almost unnoticed. The change is the direct outcome of the large-hat vogue, and it is a striking example of what the late Herbert Spencer termed "the adjustment of acts to ends."

Regarded from a distance, a woman's hat, with brim extending half a yard in every direction, has the appearance to a man's eye of a halo, and the head of the divinity who wears it round the head of the divinity who wears it. But should a closer approach be made, the halo of brim is seen to be a mere ring of brim, and the head of the divinity who wears it is seen to be a mere head.

Great as the difficulties undoubtedly are in this case, they are still more serious when the necessity arises for two women, both wearing large hats, to kiss one another. "When Greek meets Greek," the ingenuity of the sex has discovered a solution of the problem.

In the most successful instances the head is tilted slightly backwards and downwards till the brims of the two hats stand opposite to each other in the same plane.

The face is then cautiously advanced, the greatest care being taken that the brims of the hats shall not clash at any point. When the space separating them becomes infinitesimal and the daylight showing becomes as far as possible from the face. If the operation is skillfully performed a satisfactory conjunction is effected.

But the manoeuvre is not complete. A slip may yet be fatal. The greatest caution is taken in disengaging. First, the lips are called in; next, the face is cautiously retracted, the brims are moved apart, and the head is taken to its normal position.

An attempt to execute this delicate manoeuvre by two ladies who had obviously practised it insufficiently in private was attended with a most lamentable result. The heads, instead of being dropped on opposite sides, as, of course, they must be, were by some misunderstanding lowered in the same direction, and the brims clashed together. A rending sound occurred, and a hasty retreat to the club boulevard was made.

Indeed, it is hinted, though it seems incredible, that the custom of kissing at each meeting is falling into desuetude among the younger members of the clubs, largely on account of the increased complexity of the practice.

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[902]

HONGKONG TIDE TABLE.

From July 20th to 26th, 1911.

HIGH WATER.				LOW WATER.			
Days of Week.	Days of Month.	H'kong Mean Time.	Height.	Days of Week.	Days of Month.	H'kong Mean Time.	Height.
Thurs.	20	h. m.	ft. in.	h. m.	ft. in.		
	4	15	5		10	44	5
Fri.	21	4	5		10	0	2
	4	48	3		0	14	2
Sat.	22	6	0		1	52	2
	5	54	6		1	18	1
Sun.	23	7	28		3	11	45
	6	34	7		2	8	0
	8	42	3		0	27	3
Mon.	24	9	44		4	0	3
	7	44	4		2	56	0
Tues.	25	8	16		7	2	3
	10	33	4		2	31	0
Wed.	26	9	3		7	2	3
	11	12	4		4	23	0

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, July 18th.

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FOR

HONGKONG, CANTON AND SOUTH CHINA
AND FORMOSA.

[533-6]

MEN-OF-WAR ON THE CHINA
AND JAPAN STATION.

BRITISH
Alacrity, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Comdr. A. Lowndes, Weihaiwei.
Astrak, 2nd class cruiser, 3,360 tons, 10 guns, 7,000 h.p., Captain E. B. Kiddle, Weihaiwei.
Atlas, admiral's tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.
Cadmus, British sloop, 1,070 tons, i.h.p. 1,400, f.a., Comdr. H. Lyne, Shanghai.
Cherub, water tank and tug, 390 tons, i.h.p. 340, Master W. Smith, Hongkong.
Olio, British sloop, 1,070 tons, i.h.p. 1,400, Comdr. H. R. Veale, Shanghai.
Fama, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Monroe, Weihaiwei.
Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Weihaiwei.
Hasty, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lieut. Comdr. Hon. Guy Stopford, Hongkong.
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Weihaiwei.
Keel, armoured cruiser, 9,800 tons, 14 guns, i.h.p. 22,000, Capt. S. St. J. Farquhar, on route to Weihaiwei.
Kinsh, river gunboat, 616 tons, i.h.p. 1,200, Lieut. Comdr. T. J. S. Lyne, Yangtze.
Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. B. O. M. Davy, Shanghai.
Mintaur, armoured cruiser, flagship, Vice-Admiral Sir C. G. C. Cayley, K.C.B., Capt. G. C. Cayley, Weihaiwei.
Monmouth, armoured cruiser, 9,800 tons, i.h.p. 22,000, Captain L. E. Power, M.V.O., Weihaiwei.
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p. 800, Lieut. Comdr. G. P. Leith, West River.
Newcastle, 2nd class cruiser, 4,360 tons, turbine, Captain George F. E. Hunt, D.S.O., Weihaiwei.
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillierden-Woodward, B.N., Yangtze.
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lumbe, Weihaiwei.
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cosmo A. O. Douglas, West River.
Rosario, depot ship for submarines, 960 tons, i.h.p. 1,400, Lt. Comdr. N. E. Archdale, Sandipour, river, 85 tons, 2 guns, 240 h.p., Lt. Comdr. E. J. J. Southby, West River.
Saipre, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.
Taku, torpedo-boat destroyer, 305 tons, i.h.p. 6,000, Gunner E. J. Trillo, B.N., Hongkong.
Tamar, receiving ship, 4,650 tons, 6 guns, Comdr. E. E. Hongkong.
Teal, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. R. J. Buchanan, Yangtze.
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong.
Virago, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair-Hall, Weihaiwei.
Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut. Comdr. R. L. Hock, Singapore.
Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. E. Hartford, Weihaiwei.
Wildpen, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Wilding, Yangtze.
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.
Woodruff, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.
Submarines:
No. 35, Godfrey Herbert, Lieut. Comdr. No. 37, A. F. Fonger, Lieut. Comdr. No. 39, J. R. A. Codrington, Lt. Comdr.
ATVILIAN
Kaiserin Elisabeth, Austrian protected cruiser, 4,000, Frigate Captain Oscar Hansa, Northern Waters.
Penzance, third class cruiser, 1,530 tons, Frigate Captain, Theodor Skerf Edl. von Schmidtthelm.
FRENCH
Achilles, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lieut. Bertrand, Saigon.
Alger, 2nd class cruiser, 4,320 tons, 22 guns, 8,100 h.p., Commander Fournier, Hongkong.
Alouette, gunboat, 506 tons, 7 guns, 400 h.p., Commander Badin, Saigon.
Argus, river gunboat, 180 tons, 6 guns, 570 h.p., Lieut. Audouard, Baonnet, gunboat.
Cicero, gunboat, 140 tons, Reserve, Saigon.
Carnegie, gunboat, 184 tons, Reserve, Saigon.
Decade, gunboat, 630 tons, 10 guns, 900 h.p., Lieut. de Linars, Shanghai.
Duplex, armoured cruiser, 7,778 tons, 26 guns, 17,000 h.p.
D'Hervey, gunboat.
Estoc, gunboat, 141 tons, Reserve, Haiphong.
Esturgeon, submarine, 70 tons, 60 h.p., Lieut. Comdr. Saigon.
Fronde, destroyer, 300 tons, 7 guns, 6,300 h.p., Saigon.
Henri Riviere, river gunboat, 150 tons, 6 guns, 152 h.p., Haiphong.
Lynx, submarine, 70 tons, 6 h.p., Lieut. Marre, Saigon.
Montcalm, armoured cruiser, (flagship) 9,367 tons, 36 guns, 19,800 h.p., Rear Admiral de la Croix de Castries (Commander-in-Chief).

Maucha, surveying-ship, 1,825 tons, 10 guns, 900 h.p., Commander Ragot de la Touche, Saigon.
Mouquet, destroyer, 300 tons, 7 guns, 6,300 h.p., Commander de la Roche Kerandron, Saigon.
Oly, river gunboat, 170 tons, 6 guns, 500 h.p., Lieut. de Maindreville, Upper Yangtze.
Pailhe, river gunboat, 180 tons, 4 guns, 280 h.p., Lieut. Pucob, Tongku.
Pierle, submarine, 70 tons, 60 h.p., Lieut. Monnier, Saigon.
Pistol, destroyer, 300 tons, 7 guns, 7,000 h.p., Commander Mortenol, Hongkong.
Proche, submarine, 70 tons, 60 h.p., Lieut. Morris, Saigon.
Redoubtable, battleship (reserve), 9,333 tons, 37 guns, 6,200 h.p., Capt. Drouot, Saigon.
Styx, armoured gunboat, 1,910 tons, 8 guns, 1,600 h.p., Lieut. Seriot, Saigon.
Takon, destroyer, 330 tons, 6 guns, 6,500 h.p., In Reserve, Saigon.
Vanhan, torpedo-depot, Commander Mortenol, Hongkong.
Viduran, torpedo-depot, Lieut. Bikel, Cap. Saint-Jacques.
Vigilante, river gunboat, 180 tons, 6 guns, 7 h.p., Lieut. Dumoulin, Sikiang.
GERMAN
Arona, cruiser, 2,719 tons, Captain von Hippel, Amoy.
Ilia, gunboat, 1,000 tons, 10 guns, h.p., Captain Laus.
Jaguar, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain Graf von Posadowsky-Wehner.
Leipzig, cruiser, Captain Engel.
Luchs, gunboat 880 tons, 10 guns, 1,344 h.p., Captain Bolken.
Scharnhorst, armoured cruiser (flagship) 11,420 tons, 52 guns, 26,000 h.p., Captain Zettlmann.
Taku, destroyer, 280 tons, 4 guns, and 2 torpedo tubes, 6,000 h.p., Kommandant Kolbe (Hans) Bertram.
"Torpedo boat" "go," Kapitän Lieut. Heyden.
Tiger, gunboat, 900 tons, 10 guns, 1,300 h.p., Captain v. Koss.
Tingtau, gunboat, 170 tons, 5 guns, 1,300 h.p., Captain Ross.
Vaterland, gunboat, — tons, 3 guns, 500 h.p., Captain Toussaint.
ITALIAN
Calabria, protected cruiser, 2,423 tons, 26 guns, 4,000 h.p., Capitano Mario Cassanovra di Jernorech.
Fuglia, protected cruiser, 2,438 tons, 26 guns, 7,000 h.p., Capitano Gualtiero Vissconti Marchese Lorenzo.
PORTUGUESE
Patria, gunboat, 700 tons, Captain J. Affonso.
UNITED STATES
Albany, cruiser, 3,000 tons, O. S. Williams.
Araya, gunboat, Lieut. Comdr. Matt H. Signor.
Bainbridge, destroyer, 7 guns and 2 torpedo tubes Ensign Lloyd W. Townsend.
Barry, destroyer, 420 tons, Ensign Edmund S. Root.
Callao, gunboat, 243 tons, Ensign J. R. Morrison.
Cleveland, cruiser, 3,200 tons, Commander Hugh Rodman, Shanghai.
Charleston, battle ship (flagship), 9,703 tons, 58 guns, 21,000 h.p., Comdr. John H. Gibbins, Shanghai.
Chattanooga, cruiser, 3,200 tons, Commander John D. MacDonald, Shanghai.
Chamney, destroyer, 420 tons, Ensign I. N. McNair.
Dale, destroyer, 420 tons, Lieut. Herbert H. Michael.
Denver, cruiser, 3,200 tons, Comdr. Edward E. Caghiart, Shanghai.
Galveston, cruiser, 3,200 tons, Commander John A. Hoogwerf, Manila.
Helena, gunboat, 1,392 tons, Comdr. Reuben O. Bittler, Shanghai.
Mindoro, gunboat, Lieut. George M. Baum.
Mohican (station ship), Commander G. R. Alabury.
MonSiere, monitor, 4,000 tons, Lt. D. W. Todd, Olongapo.
Nanuet, transport, 1,577 tons, W. D. Pardeau.
New Orleans, cruiser, 3,430 tons, Comdr. Roger Welles.
New York, cruiser (flagship), Comdr. J. P. Jayne.
Paraguay, gunboat, Ensign Roy L. Lowman.
Pennsylvania, armoured cruiser, 13,680 tons, Capt. A. Ward.
Pompey, collier, 1,600 tons, James D. Linett.
Porpoise, 125 tons, 160 h.p., Ensign Kennis.
Whiting, cruiser, 6,023 tons, Comdr. A. O. Blott.
Samar, gunboat, Fusign W. C. I. Skiles.
Shark, 125 tons, 160 h.p., Ensign Theodore G. Ellyson.
Villalobos, gunboat, 370 tons, Lt. A. Andrews.
Wilmington, gunboat, 1,800, Comdr. G. R. Salisbury, Hongkong.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,

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of the

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RUSSIA AND JAPAN.

A NEW EPOCH OF FRIENDLY RELATIONS.

In Tuesday's issue the *Sif Shippo* editorially remarks that the recent conclusion of an Extraordinary Treaty between Russia and Japan was rapidly followed by the conclusion of a treaty for mutual protection of industrial property and of commercial companies. The Governments of the two countries also came to an agreement regarding the disposition of immovable property of Russian subjects in places under Japanese jurisdiction in Manchuria at the time of the late war, and a report now has it that the Russian Government had acceded to the claims for compensation for the pelagic fishing schooners, *Mie Maru* and *Komura Maru*, which were seized two or three years ago by the Russian authorities. All these arrangements, coupled with the conclusion of the Pelagic Sealing Conference, have eliminated the numerous diplomatic questions long pending between the two countries. The path is thus paved for intimate relations, and it may be regarded as the opening of a new epoch in the international relations of Russia and Japan.

Prior to the late war a feeling of mutual suspicion and mistrust existed between the two countries, but such a sentiment was eradicated after the restoration of peace, and the two countries entered into a new sphere of international relations as if they had emerged from the gloom of rainy weather into the bright sunshine. The conventions concluded in 1907 and 1910 give evidence of the fact that henceforth the leading Powers of the Far East will be in perfect accord. The relations between Russia and Japan may now be said to verge upon a new era. Amongst all nations there is no more satisfactory result than the harmonious co-operation of the two Powers, which are the only countries having large armies ready for emergencies on the Asiatic continent, will guarantee peace in the Far East. East check the ambitious designs of third Powers. Russia's recognition of her own fault in having concentrated her whole energy in an aggressive policy in the Far East at the sacrifice of her interests in the Near East, which resulted in the loss of balance of power between her and the combined forces of Germany and Austria, also makes for peace, while the promises given to the promotion of cordial relations between Russia and Japan, and especially the improved relations between Russia and Great Britain, a nation allied with Japan, must also be considered. Although the interview which took place between the Tsar and the Kaiser and the Russo-German Agreement on the Persian and the Bagdad railways shows a new phase in Russian diplomacy, the fact that her diplomatic policy for the Far East remains unchanged is admitted on all hands. The conclusion of the Treaties enumerated above must be welcomed as a settlement of all the questions that were allowed to linger after the late war. The nation should not overlook this new fact in Russo-Japanese relations and should use its last endeavours to promote cordial relations with that country. At the same time it would do well to refer to the actions calculated to excite suspicion on the part of the Russians. The proposed creation of two Army Divisions in Chosen is ill-advised, as it is likely to arouse the profound suspicion of Russia. The interests of the two countries in various Chinese questions are identical, and it is all important to attach importance to the interests and sentiments of Russia as to ensure promptness in their joint action when emergencies arise.—*Japan Mail's* translation.

THE CANCER PROBLEM.

IMPORTANT DISCOVERIES BY AN AMERICAN SCIENTIST.

The public remarks the San Francisco Chronicle, has been so often deceived by the promissory announcements of scientists, to say nothing of the fraudulent nostrums of medical quacks, on the subject of cancer cures that its attitude toward all research is one of suspicion tempered by earnest hope. In a measure the intensity of that hope, coupled with the keen appetite for sensational stories, is responsible for many of the alleged discoveries by the pseudo pathologists of the illustrated magazines. And yet, though every season brings forth its "new and absolute cure for the greatest scourge of mankind," only to close with no modification of the death rate due to this cause, much valuable work has been done in the way of observation and experiment. So far the results are not such as to warrant the prediction of a cure, but they are sufficient to impart a tone of confidence to enlightened hopes.

As distinguished from those all too eager to exploit each ray of knowledge, the specialists who are devoting their lives to research are, if anything, over-modest as to the importance of their progress reports. A case in point is that of Dr. Erwin F. Smith, in charge of the laboratory of plant pathology in the Department of Agriculture, Washington. In a paper read recently at Buffalo he outlined a number of experiments and the results of which it is not too much to say that they give rise to the most striking yet achieved in this branch of investigation.

Already an army of European scientists is at work on a repetition of the experiments with a view to checking his observations, though there is little room for doubt as to their verification. Briefly his results are as follows: A discovery of the cause of "crown gall" in plants; the tracing of the bacteria responsible for this disease; new light on the probable relation of the bacteria to the cause of cancer; the reasons for the failure of attempts to inoculate animal cancer.

The similarity between plant and animal tumors has long been noted, but until Dr. Smith's research the resemblance was not established in detail. In addition to showing the analogy to the malignant tumor tissue of animals, he points out that this plant disease gives rise to secondary tumors or cancers; that a certain degree of immunity can be obtained by repeated inoculations and that crown gall has a tendency to appear in callous or scar tissue; finally, and it is the most remarkable resemblance of all, the pronounced tendency of the galls to return after excision.

It is not the part of the layman to analyze this evidence, but it is the right of the public to know something of the results achieved by those engaged in the work of solving the most baffling of all the problems of the human system. The summary given may be disappointing to those who are satisfied only by exaggerated expectations, and yet to others it must read as the most encouraging of all recent advances in medical science.

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, July, 18th

Per value each share £1. Calls paid up are:—	Malayan Companies	Singapore & Co's Prices, June 14	Dividends	Par value each share £1. Calls paid up are:—	Malayan Companies	Singapore & Co's Prices, June 14	Dividend
15/ paid	Alor-Pongso...	...	fy. paid	Malacca Ordinary...	10.3.9	...	...
2/ fy.	Anglo-Johore...	...	2/ fy.	Merton Syndicate...	4/6	10%	11
17/6	Anglo-Malay...	18/9	100%	Mount Austin...	1.12.0	...	...
fy.	Batang...	...	5%	Narborough Est...	...	25%	10
fy.	Batu Caves...	16.0.0	180%	North Hummock...	...	...	...
15/	Batu Kawan...	...	...	Padang Jawa...	1.12.0	...	...
2/ 1/	Batu Tiga...	4.10.0	20%	Pandau Johore...	47/8	325%	10
15/	Berangan Selangor...	...	...	Pataing...	...	...	...
15/	Bernam Perak...	...	6%	Pelopah (Johore)...	...	12 1/2%	1
fy.	Do. Ordinary...	...	...	Pemak Est...	...	10%	3 1/2
15/6	Bidor...	...	...	Prye...	...	...	...
2/ fy.	Blands Selangor...	...	...	Ratanuf...	...	...	...
2/ fy.	Bukit Clob...	...	...	Rembia...	28.9	6%	10
15/	Bukit Kajang...	2.5.0	11 1/2%	Rim...	...	...	...
2/ fy.	Bukit Mertajam...	2/10	...	R. Est. of Krian...	...	...	...
fy. paid	Bukit Rajah...	11.17.6	80%	R. of Johore...	12.0.0	50%	10
fy.	Bukit Selangor...	...	...	Sagga...	4.12.6	40%	10
fy.	Castledale...	5.16.3	7 1/2%	Seaheld...	49/8	375%	10
2/ fy.	Chanant Salak R. and Tin...	...	...	Selator Rabun...	...	...	...
2/ fy.	Chersonese...	3.7	...	Sempah...	1.12.6pm	...	...
2/ 1/6	Chetiv...	...	...	Seremban...	4.0.0	30 1/2%	10
2/ 1/6	Chota Rubber...	2.0.0	160%	Serangoon...	3.5.0	30%	10
2/ 1/6	Cicely Ordinary...	2.0.0	183 1/2%	Signiting (N. S.)...	...	...	...
2/ 1/6	Consol. Malay...	18/6	100%	Singapore Para...	4/4	12 1/2%	16
2/ 1/6	Damansara...	5.16.3	75%	Straits (Bertan)...	6.9	7 1/2%	10
2/ 1/6	Dennistown...	...	...	Sungei Bahu...	...	...	...
2/ 1/6	Enth. Selangor...	11/6	45%	Sungei Choh...	4.0.0	20%	10
2/ 1/6	Fed. Selangor...	...	90%	Sungei Kapar...	11/13	55%	10
fy.	Gara Koa R. Est...	...	...	Sungei Kruit...	...	...	...
fy.	Garing (Malacca)...	...	...	Sungei Liang...	...	...	...
fy.	Golden Hope...	4.15.0	55%	Sungei Salak...	4.0.0	10%	11
fy.	Gula-Kalumpang...	5.15.0	40%	Sungei Way...	5.10.0	30%	10
fy.	H. and Lowlands...	4.16.0	64%	Tangkah...	...	...	...
fy.	Inch Kenneth...	11.10.0	50%	Third Mile...	...	...	...
fy.	Johore Para...	...	...	Tremelby...	...	10%	10
fy.	Johore R. Lands...	...	...	Uda Sda Betong...	...	...	...
fy.	Jong-Landor...	...	...	Val d'Or Est...	...	...	...
fy.	Jurga (Ordinary)...	...	25%	Valambrosa...	30.3	75%	10
fy.	Jura Estates...	...	...	Trust and Finance Companies.	...	...	...
fy.	K'pong Kuantan...	3/7 pm	15%	Anglo-Straits R. T...	...	...	...
fy.	Kamuning "A"...	5/6	...	Eastern Internat. Trust...	...	20%	10
fy.	Do. "B"...	7.7.0	65%	Mid-East Invest...	...	...	...
fy.	Kapar Para...	...	...	Rubber Plants. Inves. Trust...	...	7 1/2%	16
fy.	Kellias...	...	...	R. Share Trust...	...	...	...
fy.	Kemping...	...	...	Straits M. & Trust...	...	...	...
fy.	Killinghall...	...	...	India, Ceylon, Borneo, Java and Sumatra.	...	...	...
fy.	Kinta Kellias...	...	...	Anglo-Java...	...	...	...
fy.	Klangang...	...	...	Asahan (Sumatra)...	...	...	...
fy.	Klang-Kellias...	...	...	Bangawan R...	...	...	...
fy.	Kota Tingi...	...	...	Beaufort...	...	...	...
fy.	Khota Tampan...	...	...	Central Sumatra...	...	...	...
fy.	Krubung...	...	20%	Indian Peninsula...	...	...	...
fy.	Kuala Klang...	...	...	Java Amalgam...	...	...	...
fy.	Kuala Lumpur...	6.18.9	75%	Kimanis...	...	...	...
fy.	Kuala Pah...	...	...	Langkon...	...	...	...
fy.	Kuala Selangor...	...	...	Mancheester...	...	...	...
fy.	Labu...	11/4	50%	Nirmla (Java)...	...	...	...
fy.	Lanadron...	4.3.9	30%	Sumatra Para...	9.9	33 1/2%	10
fy.	Lembay...	3.5.0	27 1/2%	Sumatra Props...	...	...	...
fy.	Lendu...	1.15.0pm	...	United Serdang...	4.15.0	10%	10
fy.	Linggi...	42/8	23 1/2%	Uda Sumatra...	7/6	20%	10
fy.	London Asiatic...	10/6 1/2	...	...	...	...	...
fy.	Lumut Est...	14 1/2 pm
fy.	Madingley Est...
fy.	Malacca 7 1/2 Cum. Partici-	10.0.0	10
fy.	pating Pref...

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THE DIRECTORY & CHRONICLE 1911.

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ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside. Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate Guides for the TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo—Complete with Fifteen Maps, and Plans, pp. 1,832, \$10.00. Directory only 9p., 362, \$6.00.	BRITISH NAVAL SQUADRONS
The Directories and Descriptions are of	British French German Japanese Russian United States
CHINA	OPINIONS OF COAST AND RIVER STEAMERS.
Peking	The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement greatly facilitates reference.
Tientsin	The features in the 1911 Edition are the CLASSIFIED LISTS OF TRADES and PROFESSIONS at the larger Commercial Centres.
Tientsin	ALPHABETICAL LIST OF RESIDENTS
Chinkiang	carefully arranged, with the initials as well as the Surnames in strictly Alphabetical Order, so that any name can be found instantly.
Shanghai	THE MAPS AND PLANS
Shanghai	have been engraved by one of the most eminent firms in Great Britain and are corrected and brought up

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI...	DELHI	10 A.M., 20th July	Freight and Passage.
LONDON VIA USUAL PORTS	ASSAYE	Noon, 22nd July	See Special Advertisement.
SHANGHAI MOJI, KOBE, SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND YOKOHAMA	Capt. G. W. Cockman, R.N.R.	About 27th July	Freight only.
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. C. D. Goldsmith, R.N.R.	About 26th July	Freight and Passage.
SHANGHAI MOJI, KOBE, SINGAPORE, PE- NANG, COLOMBO, PORT SAID AND YOKOHAMA	Capt. C. C. Talbot, R.N.R.	About 10th Aug.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 17th July, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 23rd July, 4 P.M.
SHANGHAI	"CHENAN"	On 22nd July, 4 P.M.
MANILA, CEBU and LOILO	"TEAN"	On 25th July, 4 P.M.
HAIPHONG	"LINAN"	On 26th July, 10 P.M.
SHANGHAI	"CHINHUA"	On 27th July, 4 P.M.
SHANGHAI	"CHINHUA"	On 29th July, 4 P.M.
WEIHAIWEI and TIENTSIN	"HUICHOW"	On 2nd Aug., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, TWICE WEEKLY.

S.S. "LINTAN" and S.S. "SANTU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NE—Passengers must embark before midnight on SATURDAY, for the SUNDAY morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, 245 SINGLE and 80 RETURN.

TELEPHONE 36

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 20th July, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

For SHANGHAI, KOBE & YOKOHAMA:

S.S. AMBRIA	28th July
S.S. ALESTIA	9th Aug.
S.S. RHEINFELS	25th Aug.
S.S. SUEVIA	6th Sept.
S.S. SACHSEN	20th Sept.
S.S. BAYERN	6th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

Hongkong, 13th July, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SHANGHAI, CHEFOO & NEWCHOW	"WINGSANG"	Friday, 21st July, Noon.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	Friday, 21st July, 2 P.M.
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.
TIENTSIN VIA SWATOW, TUNGTAU, WEIHAIWEI & CHEFOO	"CHEONGSHING"	Sunday, 23rd July, 11 P.M.
SHANGHAI	"HANGSANG"	Sunday, 23rd July, 11 P.M.
MANILA	"LOONGSANG"	Saturday, 29th July, 2 P.M.
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Tuesday, 8th Aug., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUMSANG," "HANGSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

Hongkong, 20th July, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW

AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. W. C. Passmore	SATURDAY, 22nd July, at 5 P.M.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 25th July, at 1 P.M.
"HAIYANG"	Capt. J. S. Roth	FRIDAY, 28th July, at 1 P.M.

* The s.s. "Haiyang" will not call at Swatow.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... THURSDAY, 22nd July, at 1 P.M.
SUNDAY, 23rd July, at Noon.
During the Months of July and August, RETURN TICKETS available for Three Months will be issued at a Reduction of 20 per cent. on the usual Rate to Fochow. Steamers will arrive at and depart from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS, JAMES & Co.,

GENERAL MANAGERS.

Hongkong, 19th July, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES FOR EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMERS	TONS	CAPTAIN	DATE OF SAILING
AMERICA MARU	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU	11,000	E. Bent	FRIDAY, July 28th, Noon
NIPPON MARU	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines.
* Twin Screws.
All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY OF MEXICO at MANZANILLO)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING
KIYO MARU	17,500	S. Togo	TUESDAY, Aug. 15th, Noon
BUYO MARU	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

The Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

FARES FROM HONGKONG.

TO SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.
(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 24 knots.

Through Bills of Lading issued to North, Central and South American Ports. For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Ports in the U.S.A. and Canada, also to the principal ports in Mexico Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 6th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,065	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage. Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI VIA SWATOW AND AMOY	"DAIJIN MARU"	SUNDAY, 23rd July, at 10 A.M.
ANPING VIA SWATOW AND AMOY	"SOSHU MARU"	WED'DAY, 26th July, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—

1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,
MANAGER

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"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PIONIC

A SMALL CASK OF

O. B.
BEER.

Fresh from the Brewery.

"Just Try It"

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	KUTANO MARU Capt. F. E. Cope	9,000	WED'DAY, 2nd Aug., at Daylight
	IYO MARU Capt. R. Takeda	7,030	WED'DAY, 16th Aug., at Daylight
VICTORIA B.C. & SEATTLE	SADO MARU Capt. J. Richards	7,000	SATURDAY, 12th Aug., from Kobe
VICTORIA, B.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU, and YOKOHAMA	AWA MARU Capt. Irizawa	7,000	TUESDAY, 15th Aug., at 4 P.M.
	INABA MARU Capt. S. Tomaga	7,300	TUESDAY, 12th Sept., at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winckler	6,900	FRIDAY, 4th Aug., at Noon
	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and KOBE	HAKATA MARU Capt. H. Nomura	7,000	WED'DAY, 2nd Aug.
KOBE and YOKOHAMA	HIRANO MARU Capt. H. Fraser	9,000	THURSDAY, 20th July, at 11 A.M.
BOMBAY via SINGAPORE, and COLOMBO	BINGO MARU Capt. S. J. G. Parsons	7,000	TUESDAY, 25th July
KOBE and YOKOHAMA	YAWATA MARU Capt. T. Sekine	5,000	TUESDAY, 1st Aug., at Noon

† Calling at Djibouti.

§ Fitted with New System of Wireless Telegraphy. * Carries Deck Passengers. ‡ Cargoonly.

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st & 2nd CLASS) AVAILABLE FOR 5 MONTHS.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st CLASS	\$120	\$110	\$100	\$90
2nd "	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

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T. KUSUMOTO, MANAGER.

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	TONS	SAILING DATES
KOREA	18,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	18,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

The P.M. S.S. "KOREA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 11th August, at 1 P.M.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Ports: Officials of any European Naval, Military, Diplomacy, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Ports: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Ports: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 4th Aug., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.

SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via New York " " £25.

HONGKONG to SAN FRANCISCO " " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information as to Passage and Freight, apply to the Agency of the Companies King's BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

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STEAMERS PASSED THE CANAL.

June 6th—Cardiffshire, Liberia, Nippon, Ville de la Gironde, 9th—Indra, Kanagawa, Maru, Prometia, 15th—Baron, Androsan, 16th—Nore, Silio, Suevia, Teklan, Wray Castle, 20th—Bela, Perseus, Baron Drisen, 27th—Ambria, Antyana, Carmar, 28th—Hirano Maru, Mainam, Neckar, 30th—Benaxan, Pelus, Socotra, July 4th—Bela, 7th—Saitama, 10th—Saitama, 11th—Himalaya, Egon, Moyana, 12th—Afghan, 14th—Himalaya, Egon, Moyana, 15th—Afghan, 16th—Himalaya, Egon, Moyana, 17th—Afghan, 18th—Himalaya, Egon, Moyana, 19th—Afghan, 20th—Himalaya, Egon, Moyana, 21st—Afghan, 22nd—Himalaya, Egon, Moyana, 23rd—Afghan, 24th—Himalaya, Egon, Moyana, 25th—Afghan, 26th—Himalaya, Egon, Moyana, 27th—Afghan, 28th—Himalaya, Egon, Moyana, 29th—Afghan, 30th—Himalaya, Egon, Moyana, 31st—Afghan, 1st—Himalaya, Egon, Moyana, 2nd—Afghan, 3rd—Himalaya, Egon, Moyana, 4th—Afghan, 5th—Himalaya, Egon, Moyana, 6th—Afghan, 7th—Himalaya, Egon, Moyana, 8th—Afghan, 9th—Himalaya, Egon, Moyana, 10th—Afghan, 11th—Himalaya, Egon, Moyana, 12th—Afghan, 13th—Himalaya, Egon, Moyana, 14th—Afghan, 15th—Himalaya, Egon, Moyana, 16th—Afghan, 17th—Himalaya, Egon, Moyana, 18th—Afghan, 19th—Himalaya, Egon, Moyana, 20th—Afghan, 21st—Himalaya, Egon, Moyana, 22nd—Afghan, 23rd—Himalaya, Egon, Moyana, 24th—Afghan, 25th—Himalaya, Egon, Moyana, 26th—Afghan, 27th—Himalaya, Egon, Moyana, 28th—Afghan, 29th

TEPLITZ WATER

THE PEARL OF ALL MINERAL WATERS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 14th July, 1911.

GUSTAV FEILER,
NETZSCHKAU & VGTL,
MANUFACTURER OF
WORSTED GOODS, WOOLLEN
and UNION CASHMERES.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
Hongkong, 14th July, 1911.

Hoehl

Extra Dry
goût américain

Sole Representative for Hongkong and South China
Hugo C. A. Fromm, Hongkong.

Hongkong, 14th July, 1911.

POST OFFICE NOTICE

Only fully prepaid letters post and cards are transmissible by the SIBERIAN Route to EUROPE.

The *Assaye*, with the Siberian Mail, is due to arrive here to-morrow.

FOR	PER	DATE
Port Bayard	Hongkong	Thursday, 20th, 9.00 A.M.
Kobe and Yokohama	Hongkong	Thursday, 20th, 10.00 A.M.
Swatow	Hongkong	Thursday, 20th, NOON
Macao	Hongkong	Thursday, 20th, 1.15 P.M.
Shanghai	Hongkong	Thursday, 20th, 3.00 P.M.
Jessellton, Kaitiaki and Sandakan	Hongkong	Thursday, 20th, 4.00 P.M.
Shanghai, Chefoo and Newchwang	Hongkong	Friday, 21st, 10.00 A.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Singapore, Penang and Calcutta	Hongkong	Friday, 21st, 1.00 P.M.
Macao	Hongkong	Friday, 21st, 1.15 P.M.
Amoy and Shanghai	Hongkong	Friday, 21st, 2.00 P.M.
Manila, Cebu and Iloilo	Hongkong	Friday, 21st, 3.00 P.M.
Europe, K.C., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)	Hongkong	Saturday, 22nd, 10.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	Hongkong	Saturday, 22nd, 10.00 A.M.
Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.	Hongkong	Saturday, 22nd, 10.00 A.M.
The Parcel mail will be closed to-morrow, at 5 p.m.	Hongkong	Saturday, 22nd, 10.00 A.M.
Manila (Taking Mails for Cebu and Iloilo)	Hongkong	Saturday, 22nd, 4.00 P.M.
Amoy and Foochow	Hongkong	Saturday, 22nd, 5.00 P.M.

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA AND VANCOUVER (B.C.) SIBERIAN MAIL TO EUROPE

Swatow, Tsingtau, Weihaiwei, Chefoo and Tientsin	Hongkong	Saturday, 22nd, 5.00 P.M.
Shanghai	Hongkong	Saturday, 22nd, 5.00 P.M.
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Hongkong	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy and Foochow	Hongkong	Sunday, 23rd, 9.00 A.M.
Keelung, Shanghai, Moji, Kobe, Yokohama, Victoria and Tacoma	Hongkong	Tuesday, 25th, NOON
Swatow, Amoy and Foochow	Hongkong	Tuesday, 25th, 3.00 P.M.
Manila, Cebu and Iloilo	Hongkong	Wednesday, 26th, 9.00 A.M.
Haplong	Hongkong	Wednesday, 26th, 9.00 A.M.

EUROPE, K.C., INDIA VIA TUTICORIN (Late Letters 11.00 A.M. to 11.30 A.M. Extra Postage 10 cents.) (Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Shanghai	Hongkong	Thursday, 27th, 5.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Hongkong	Friday, 28th, 11.00 A.M.
Swatow, Amoy and Foochow	Hongkong	Friday, 28th, NOON
Manila (Taking Mails for Cebu and Iloilo)	Hongkong	Saturday, 29th, 1.00 P.M.
Shanghai	Hongkong	Saturday, 29th, 1.00 P.M.
SIBERIAN MAIL TO EUROPE	Hongkong	Saturday, 29th, 5.00 P.M.
Manila, Cebu and Iloilo	Hongkong	Sunday, 30th, 3.00 P.M.
Kobe and Yokohama	Hongkong	Tuesday, 1st, 10.00 A.M.
Singapore, Penang and Colombo	Hongkong	Tuesday, 1st, 5.00 P.M.
Weihaiwei and Tientsin	Hongkong	Wednesday, 2nd, 3.00 P.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

July 19th.

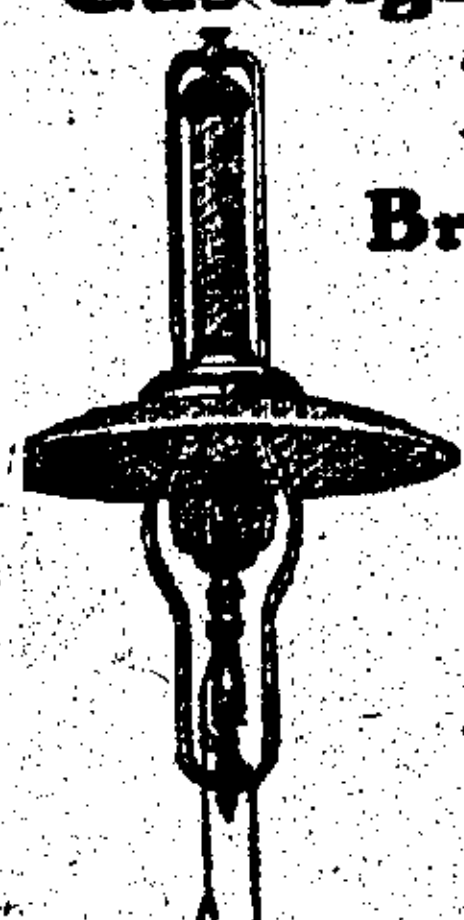
On LONDON	1.94
Telegraphic Transfer	1.94
Bank Bills, on demand	1.94
Bank Bills, at 30 days sight	1.94
Bank Bills, at 4 months sight	1.94
Credits, at 4 months sight	1.94
Documentary Bills, at 4 months sight	1.94
On PARIS	232
Bank Bills, on demand	232
Credits, at 4 months sight	232
On GERMANY	184
On demand	184
On NEW YORK	437
Bank Bills, on demand	437
Credits, at 60 days sight	437
On BOMBAY	134
Telegraphic Transfer	134
Bank, on demand	135
On CALCUTTA	134
Telegraphic Transfer	134
Bank, on demand	135
On SHANGHAI	74
Bank, at sight	74
Private, 30 days sight	74
On YOKOHAMA	88
On demand	88
On MANILA	77
On demand	77
On BATAVIA	108
On demand	108
On HONGKONG	1.13
On demand	1.13
On SINGAPORE	1.13
On demand	1.13
On BANGKOK	84
On demand	84
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tola	\$57.40
BAR SILVER, per oz.	\$24.4

SUBSIDIARY COINS.

Chinese	20 cents pieces	\$7.27 discount
Chinese	10	\$7.62
Hongkong	20	\$6.98
Hongkong	10	\$7.35

SHARE LIST—QUOTATIONS. HONGKONG, JULY 18TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$900, buyers
National Bank of China, Limited	99,925	\$7	\$6	\$288, buyers
China Bank of Commerce, Limited	60,000	\$12	all	\$94, sales
China Light and Power Company, Limited	50,000	\$5	all	\$1.15, sellers
China Provident Loan & Mortgage Co., Ltd.	50,000	\$1	all	\$71, sellers
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 67, buyers
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$51, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46, buyers
Laon-Kung-Mow Co. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 55, buyers
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22, buyers
Dairy Farm Company, Limited	40,000	\$74	all	\$214, buyers
DOCKS AND WHARVES.				
Hongkong & Kowloon Wharf & G. Co., Ltd.	50,000	\$50	all	\$49, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$54, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$8, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 64, sales
Shanghai and Hongkong Wharf Co., Ltd.	35,000	Tls. 100	all	Tls. 64, sales
Swire & Co., Limited	15,000	\$25	all	\$3, sales
Green Island Cement Co., Limited	400,000	\$10	all	\$19, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$214, buyers
Hongkong Electric Co., Limited	12,000	\$50	all	\$119, buyers
Hongkong Hotel Company, Limited	8,000	\$25	all	\$75, buyers
Manila Metropolitan Hotel Limited	15,000	\$25	all	\$11, buyers
Hongkong Ice Company, Limited	50,000	\$10	all	\$184, buyers
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$7, buyers
Hongkong & South China Steam Fisheries Co., Ltd.	10,000	\$250	all	\$205, buyers
INSURANCE.				
China Insurance Office Co., Limited	20,000	\$100	all	\$204, buyers
China Fire Insurance Co., Limited	24,000	\$83.33	all	\$25, buyers
China Traders Insurance Co., Limited	8,000	\$250	all	\$335, buyers
Hongkong Fire Insurance Co., Limited	10,000	\$15	all	Tls. 170, buyers
North-China Insurance Co., Limited	12,400	\$250	all	\$820, sales
Union Insurance Society, Limited	12,000	\$100	all	\$200, @ Ex 73
Yangtze Insurance Association, Limited	12,000	\$100	all	\$200, @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$95, buyers
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$6, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94, sales
West Point Building Co., Limited	12,500	\$50	all	\$47, sales
MINING.				
Société Française des Charbonnages du Tonkin	15,000	Fcs. 250	all	\$700, buyers
Raub Australian Gold Mining Co., Ltd.	230,000	\$1	all	\$2, buyers
Peak Tramways Co., Limited	25,000	\$10	all	\$11, buyers
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$101, sales
Leong Sugar Refining Co., Limited	7,000	\$100	all	\$25, sales
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, buyers
China and Amoy Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Douglas Steamship Co., Limited	80,000	\$15	all	\$34, buyers
Hongkong, Canton & Macao S.S. Co., Ltd.	60,000 pref.	\$5	all	\$63, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 def.	\$1	all	\$4, buyers
Shell Transport & Trading Co., Limited	250,000	\$10	all	\$26, buyers
Star Ferry Company, Limited	10,000	\$10	all	\$16, buyers
South China Morning Post, Limited	6,000	\$25	all	\$25, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$64, sales
STOCKS AND BONDAGE.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$3, buyers
Watkins, Limited	10,000	\$10	all	\$1, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$34, buyers
Weissmann, Limited	3,000	\$10	all	\$12, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900	\$10	all	\$10, buyers
Union Waterboat Co., Limited	100	\$10	all	\$300, buyers
RUBBER.				
Para Rubber in London				4/5 per lb., sellers
Loana	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 761,200	Tls. 250	7 1/2 p. annum.	Par.

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TO-DAY
6 P.M.—Lecture on Christian Science by W. D. McCracken, M.A., C.S.B., at Theatre Royal.
9.15 P.M.—Hippodrome Circus at Causeway Bay.

FORTHCOMING EVENTS.

Monday, 24th July—Meeting of Hongkong General Chamber of Commerce at City Hall, 4 P.M.
Tuesday, 25th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.

ON SALE.
A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

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